

Gold Line Corridor Study Final Report

Appendix C. Physical Characteristics of Station Areas and Platforms

This appendix gives a more detailed overview of all Gold Line station areas by providing maps, photographs, and areals, and describing the physical, land use, and aesthetic characteristics of the station platforms and adjacent neighborhoods.

Union Station

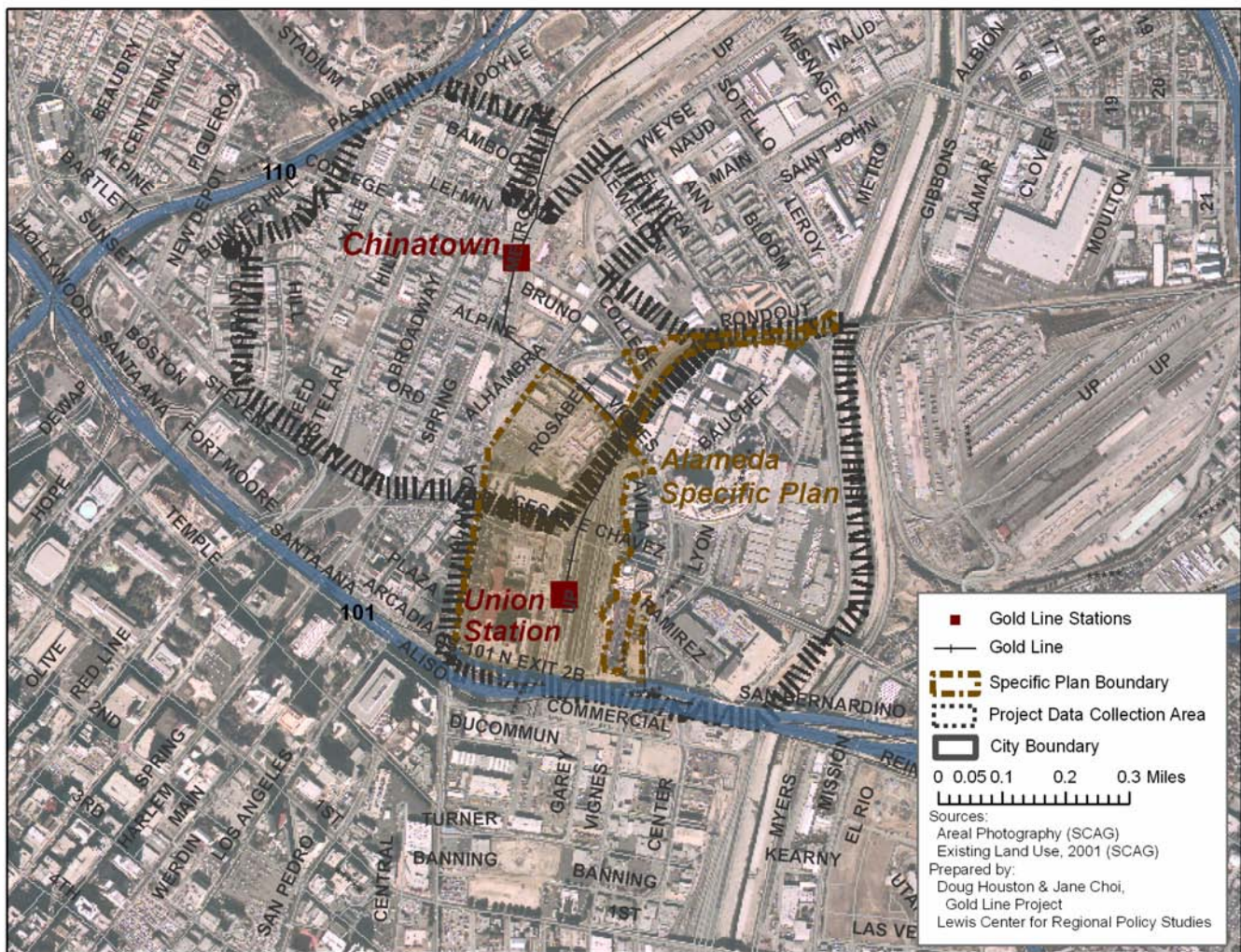


Figure C1 Geographic Overview of Station Areas, Union Station and Chinatown

Descriptive Case Study: Union Station Area

I. PLATFORM LEVEL

- A. Platform Characteristics:** Union Station is a terminal station, ending in a rail yard. The platform is centered between the tracks and is located alongside other rail platforms including Metrolink rail platform. The only entrance to the platform is through the underground corridor leading from the Union Station lobby to various rail lines.
- B. Parking Characteristics:** Near the station are located 1,100 paid park and ride spaces. There is no on street parking nearby.
- C. Street / vehicular pattern:** There is no immediate connection of the station to the street.
- D. Purpose of Station:** Located at Los Angeles' rail transit hub, Union Station is a major destination and departure point.
- E. Linkage to Public Transportation:** The station provides excellent linkage to public transportation and is served by the following lines: Metro Bus Lines 33, 38, 40, 42, 58, 60, 68, 70, 71, 78, 79, 340, 370, 434, 439, 442, 444, 445, 446, 447, 484, 485, 487, 489, 490, 491; Metro Rapid South Broadway Line 745; Antelope Valley Transit Authority Line 785 (Mon-Fri only); Foothill Transit Lines 480, 481, 482, 486, 488, 492, 493, 494, 495, 498, 499, 699; LADOT Commuter Express 430, 534 (Mon-Fri only); LADOT Dash B, D, DD (weekend only); OCTA Line 701 (Mon-Fri only); Santa Clarita Transit Line 794 (Mon-Fri only); Santa Monica Big Blue Bus Line 10; Torrance Transit Lines 1, 2. The station also provides connection to Amtrak, the Metro Red Line and Metrolink rail service.
- F. Location with respect to street grid:** Pedestrian access to North Alameda Street and Cesar Chavez Avenue are through an underground corridor that connects the Union Station lobby and entrance to various rail lines.

II. LAND USES

- A.** Office buildings are nearby. Restaurants and a newsstand are inside the station. Condominiums and commercial retail are being developed on a large property adjacent to the station.

III. CONDITION OF ADJACENT AREA

- A. Building Stock:** The existing building stock is well maintained.
- B. Indications of Blight:** There are no vacant buildings and little evidence of graffiti or litter.

IV. PUBLIC DOMAIN

- A. Parks / Plazas:** There are no parks in the vicinity of the station, but there is a public waiting area inside Union Station and a courtyard immediately outside.
- B. Facilities:** The Department of Water and Power and the MTA headquarters are located nearby.
- C. Amenities:** There are some food service establishments and newsstands inside the station.
- D. Landscaping:** There is no landscaping in or around the platform, although there is some landscaping in the courtyard of Union Station.

V. PEDESTRIAN FRIENDLINESS

- A. Widths of Streets and Sidewalks:** There is no immediate access to the street. One has to descend into Union Station, and exit to the street from there.
- B. Distance to Shops and Services:** There are a few shops inside the station. Additional shops are within walking distance.
- C. Crosswalks:** Once on the street there is one crosswalk.
- D. Sense of Safety:** The station's location is removed from street traffic. This makes the station less visible from the outside and gives the feeling of a lack of safety. There were, however, a number of people waiting at the platform, and security officers were present at the time of our site visits.

VI. AESTHETICS

- A. The skyscrapers of downtown can be seen from the platform looking southwest. The MTA headquarters can be seen to the northeast. It is unclear from the platform what exists beyond the train yard.

VII. MARKET POTENTIAL

- A. **Available Vacant Land:** One vacant lot is being developed just north of the station. It looks as though additional lots are available to the north of that lot. The opposite side of the train yard may also have some vacant parcels.
- B. **Neighborhood Stability:** Currently, there is not much of a neighborhood in the immediate area of the platform. The neighborhood seems to be in transition.
- C. **Evidence of Development Activity:** At least one major parcel is being developed right next to the station and the tracks.



Figure C2 Union Station Platform



Figure C3 Union Station Platform, with the Axis development and adjacent parking



Figure C4 Union Station, underground platform entrance



Figure C5 Union Station, Cesar Chavez Avenue facing Chinatown



Figure C6 Union Station, Cesar Chavez entrance to Olivera Street

Chinatown Station

Descriptive Case Study: Chinatown Station Area

I. PLATFORM LEVEL

- A. Platform Characteristics:** The platform is raised above the street and is centered between the tracks. The station incorporates a Chinese pagoda design with red structural pillars, yellow beams, a green tile roof and decorative fencing. Benches and street furniture continue the design theme. A landscaped area with shrubs, rocks and more benches sits below the platform. Chinese sayings are inlaid in the paving.
- B. Parking Characteristics:** No parking is provided at the station. There is street parking on Alameda and on College, west of the station.
- C. Street / vehicular pattern:** There is no direct connection of the platform to the street as the platform is raised above the street level. There is medium to heavy traffic on Alameda, a busy thoroughfare. College Street is quieter with much lower traffic intensity.
- D. Purpose of Station:** The Chinatown area is a destination for the local population and tourists.
- E. Linkage to Public Transportation:** There is a bus stop on Alameda at College Street serving Metro Bus Lines 58, 76 and LADOT Dash B, DD.
- F. Location with respect to street grid:** The station is located at 901 North Spring Street, at the College Street intersection.

II. LAND USES

- A.** Open lots for vehicle storage comprise much of the surrounding area. There are two large undeveloped lots on Alameda, housing school busses and eighteen-wheelers. Another bus lot lies just west of the tracks and slightly north of the station. On the west side at the station, another parking lot is located on the north side of College St. In addition, there are some commercial shops on the south side of College St., a mall-type structure called “The Shop” and some street vendors. A vacant industrial lot, as well as the “Not-a-Cornfield” park, is just north of the station.

III. CONDITION OF ADJACENT AREA

- A. Building Stock:** “The Shop” mall appears to have been built within the past ten years. A nearby parking lot is deteriorating.
- B. Indications of Blight:** The Capital Milling Company building at 1231 N. Spring Street is a vacant, boarded up industrial site. Signs indicate new loft development but it is not clear if this building is part of the development. Graffiti has been scratched into the painted surfaces of the benches. No litter was observed in the area.

IV. PUBLIC DOMAIN

- A. Parks / Plazas:** The 32-acre site northeast of the station known recently as the Cornfield or Chinatown Yard property is the future site of the Los Angeles State Historic Park.
- B. Facilities:** The Chinatown branch of the Los Angeles Public Library is located at 639 N. Hill Street.
- C. Amenities:** There are some restaurants, banks, and street stalls on Spring Street. The station is two blocks from Chinatown restaurants, art galleries and shops.
- D. Landscaping:** Shrubs, rocks and benches are provided on the street level.

V. PEDESTRIAN FRIENDLINESS

- A. Widths of Streets and Sidewalks:** College Street contains five lanes of traffic while Alameda has six lanes. There is a wide sidewalk in front of the station.
- B. Distance to Shops and Services:** The station is two blocks away from the heart of Chinatown.
- C. Crosswalks:** There is a crosswalk on Alameda and one on College, but there is no crosswalk connecting Spring Street to the station at mid-block.

- D. Sense of Safety:** The platform is visible from some of the surrounding areas although these are somewhat distanced. MTA employees and other Gold Line patrons observed on the platform increase the sense of safety at this station.

VI. AESTHETICS

- A.** On the eastern side of the station, large, empty lots characterize the area. Chinatown rooftops and imagery are visible from the platform on the west side. The mall on Spring Street is of standard commercial construction.

VII. MARKET POTENTIAL

- A. Available Vacant Land:** There are many vacant parcels in the surrounding area.
- B. Neighborhood Stability:** The area appears to be in transition, although its identity as "Chinatown" has been maintained.
- C. Evidence of Development Activity:** There is little evidence of development outside of the sign on an abandoned industrial building announcing new live-work lofts.



Figure C7 Chinatown Station



Figure C8 Chinatown Station Platform, facing northeast



Figure C9 Chinatown Station, facing southwest



Figure C10 Chinatown Station, facing southeast



Figure C11 Chinatown Station, Adjacent site of the Capital Mills development



Figure C12 Chinatown Station Area, Broadway Ave



Figure C13 Chinatown Station Area, Castelar Apartments development project, Cesar Chavez Avenue



Figure C14 Chinatown Station Area, Cesar Chavez Gardens Apartment development project, Cesar Chavez Avenue

Lincoln Heights/Cypress Park Station Area

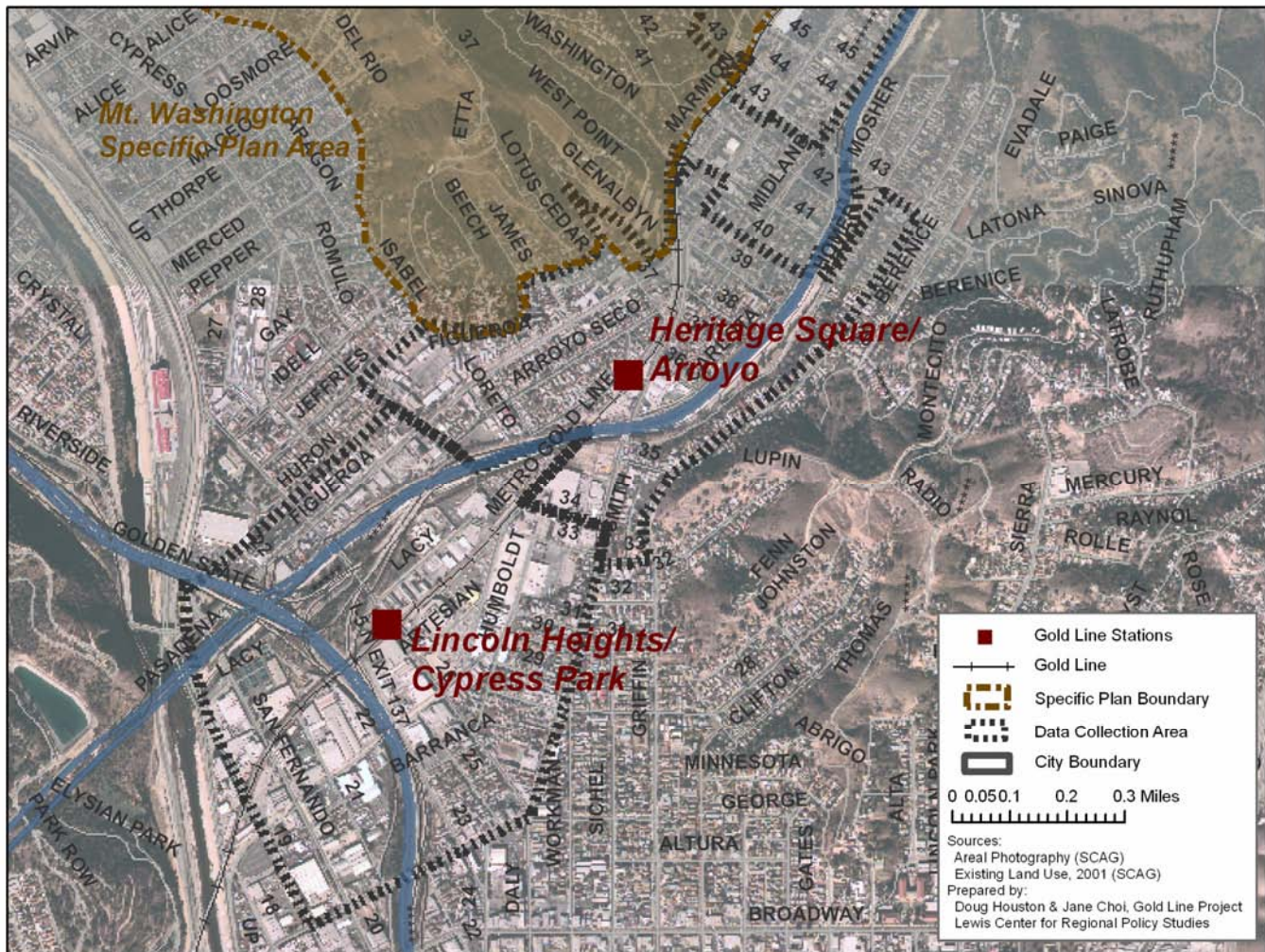


Figure C15 Geographic Overview of Station Areas, Lincoln Heights and Heritage Square

Descriptive Case Study: Lincoln Heights/Cypress Park Station Area

I. PLATFORM LEVEL

- A. Platform Characteristics:** The station is located above the street and has two platforms with tracks running between them. In addition to Craftsman-style canopies, the station has prominent works of art near the top of the north and south side entrances. The northern entrance consists of a plain stairway up from a medium sized parking lot. The southern entrance is more elaborate, with the entrance to a long, narrow stairway framed by concrete pillars in a Depression-era Moderne style.
- B. Parking Characteristics:** The north station exit leads to a 100-space parking lot. There is no on street parking nearby.
- C. Street / vehicular pattern:** The station is above street level near the intersection of Avenue 26 and Lacy St. Avenue 26 is currently a two-lane street during the construction of a nearby residential project. Normally it is four lanes with traffic volumes of medium intensity.
- D. Purpose of Station:** The station is currently not a major departure or destination point. This may change after the completion of housing developments, which are currently in the construction phase.

- E. Linkage to Public Transportation:** The station is serviced by Metro Bus Lines 251, 252 and 350.
- G. Location with respect to street grid:** The station is near the intersection of Lacy St. and Avenue 26, adjacent to the Golden State Freeway and Pasadena Freeway interchange.

II. LAND USES

- A.** A large residential project is currently under construction on an adjacent parcel and senior citizen housing has been recently completed but is not yet occupied. The rest of the land uses are industrial, including a major DWP facility and an automobile salvage yard, directly across the street from the station

III. CONDITION OF ADJACENT AREA

- A. Building Stock:** Residential buildings are currently under construction or have just been completed. Industrial buildings are still in use, but have not been painted or maintained in recent years.
- B. Indications of Blight:** There is no evidence of vacant or abandoned buildings. Graffiti and litter, however, are visible in moderate amounts.

IV. PUBLIC DOMAIN

- A. Parks / Plazas:** The small Lacy Street Neighborhood Park is located at the corner of Lacy Street and Ave 26.
- B. Facilities:** There are no public facilities nearby.
- C. Amenities:** There are no neighborhood amenities nearby.
- D. Landscaping:** The station area is adequately landscaped. Beyond the station, only minimal landscaping is evident.

V. PEDESTRIAN FRIENDLINESS

- A. Widths of Streets and Sidewalks:** During construction, Ave. 26 serves two lanes of traffic although it normally serves four lanes. Sidewalks are adequate for pedestrian circulation.
- B. Distance to Shops and Services:** There are no retail or other services nearby.
- C. Crosswalks:** There are no crosswalks directly at the exit of the station, but all residential uses are on the same side of the street as the station.
- D. Sense of Safety:** Although the neighborhood feels somewhat unsafe due to the aging industrial uses that surround it, new housing development overlooks the station area and will provide more pedestrian presence and activity. Not many people currently use this station, but this will probably change with the opening of the adjacent residential developments.

VI. AESTHETICS

- A.** Non-descript concrete industrial buildings characterize the area. The recent senior residential development is influenced by the craftsman architectural style. It is too early to tell what the residential condominiums directly adjacent to station will look like.

VII. MARKET POTENTIAL

- A. Available Vacant Land:** There appears to be a lot of potential for further development near the station, especially if one or more of the large industrial properties is converted into commercial, housing, or mixed-use projects.
- B. Neighborhood Stability:** The neighborhood is clearly in a major transition period from industrial to multi-family residential.
- C. Evidence of Development Activity:** There are at least three large developments adjacent to the station.



Figure C16 Lincoln Heights/Cypress Park Station Platform



Figure C17 Lincoln Heights/Cypress Park Station Platform



Figure C18 Lincoln Heights/Cypress Park Station



Figure C19 Lincoln Heights/Cypress Park Station Area



Figure C20 Lincoln Heights/Cypress Park Station Area, Camino Al Oro senior housing development project



Figure C21 Lincoln Heights/Cypress Park Station Area



Figure C22 Lincoln Heights/Cypress Park Station Area

Heritage Square/Arroyo Station

Descriptive Case Study: Heritage Square/Arroyo Station Area

I. PLATFORM LEVEL

- A. Platform Characteristics:** This is a street-level station with two platforms. It has several Craftsman-style canopies and flowerbeds that run along the outer edges of both platforms. Individual decorative tiles are interspersed throughout the platforms and a Mayan influenced sculpture of a serpent runs through the flowerbeds.
- B. Parking Characteristics:** The station has 145 spots in an adjacent parking lot to the south. There is also a ready availability of on-street parking.
- C. Street / vehicular pattern:** The station is at street level and exits directly on to French Avenue, which crosses perpendicularly to the tracks.
- D. Purpose of Station:** The station is not a major destination or departure point.
- E. Linkage to Public Transportation:** The station is serviced by Metro Bus Lines 83 and 255.
- F. Location with respect to street grid:** The station is located at the intersection of French Avenue and Pasadena Avenue.

II. LAND USES

- A.** A low-density residential neighborhood of small, picturesque homes sits on the north side of the station. A transformer station is located directly to the northwest. Mostly warehouse/industrial uses exist to the south, on Pasadena Ave.

III. CONDITION OF ADJACENT AREA

- A. Building Stock:** The residential housing stock is mostly of the 1930s/1940s vintage, with some homes built in later eras. Houses are not immaculate, but are typically well looked after.
- B. Indications of Blight:** There is no evidence of abandoned or vacant buildings. Some graffiti and litter is visible in the neighborhood.

IV. PUBLIC DOMAIN

- A. Parks / Plazas:** There is one small, pocket park -- Greyer Oaks Park. Heritage Square Museum is not far from the station, but is on the other side of the freeway.
- B. Facilities:** There are no public facilities nearby.
- C. Amenities:** There are no neighborhood amenities nearby.
- D. Landscaping:** The station has some landscaping.

V. PEDESTRIAN FRIENDLINESS

- A. Widths of Streets and Sidewalks:** Pasadena Avenue has four lanes plus a two-way middle turning lane. French Avenue has two lanes. There are adequate sidewalks on adjacent streets.
- A. Distance to Shops and Services:** There are no services or retail nearby.
- B. Crosswalks:** There is a crosswalk across Pasadena Avenue and French Avenue. None is needed on other adjacent streets.
- C. Sense of Safety:** There are not many people at this station and visibility from outside the station could be better. Lighting is adequate.

VI. AESTHETICS

- A.** The residential neighborhood to the north has period homes including some in craftsman style. Other areas are of a non-descript, industrial nature.

VII. MARKET POTENTIAL

- A. Available Vacant Land:** The neighborhood is mostly built out, particularly to the north.
- B. Neighborhood Stability:** The neighborhood appears to be stable.
- C. Evidence of Development Activity:** There is no evidence of development activity nearby.



Figure C23 Heritage Square/Arroyo Station



Figure C24 Heritage Square/Arroyo Station



Figure C25 Heritage Square/Arroyo Station



Figure C26 Heritage Square/Arroyo Station Area

Southwest Museum Station

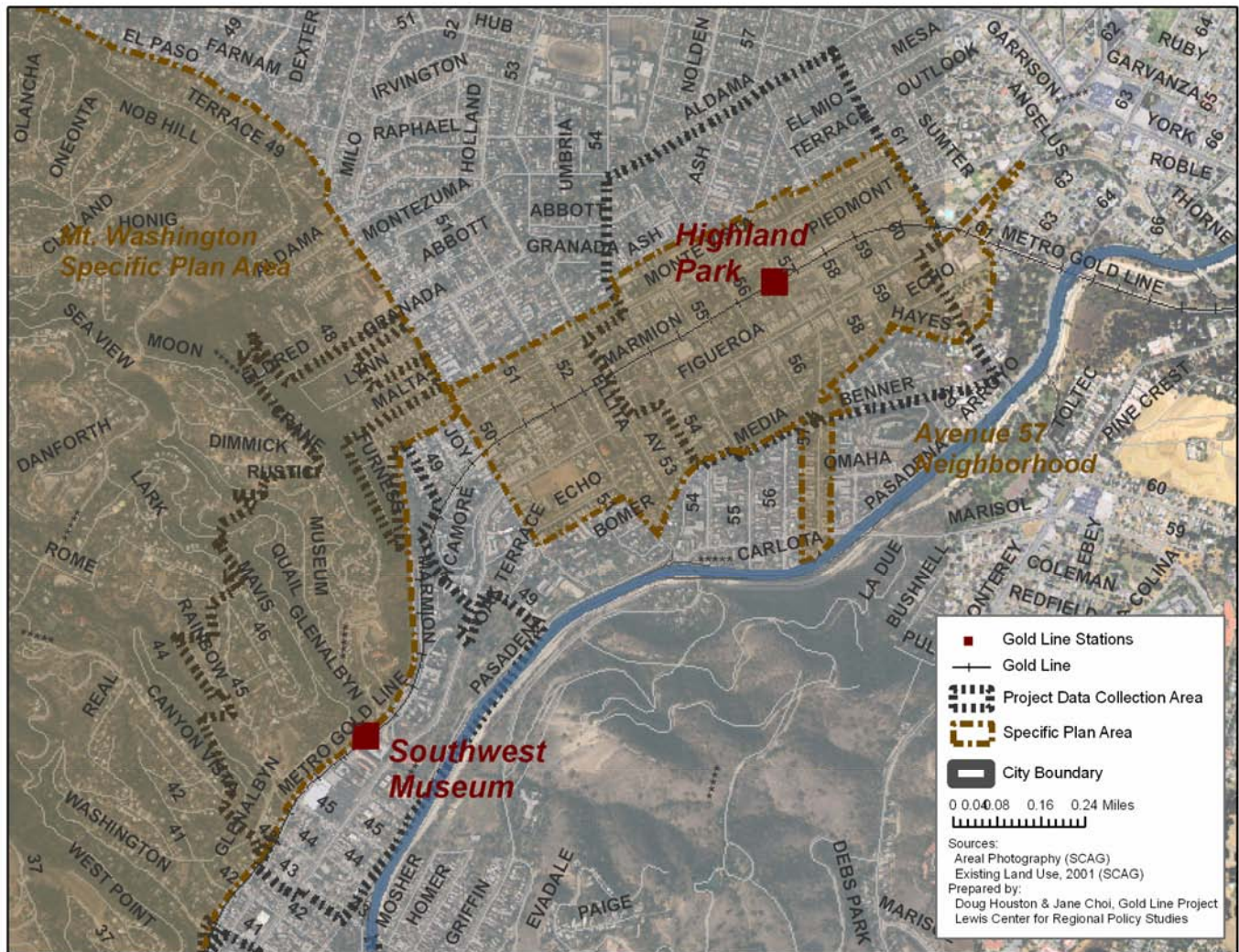


Figure C27 Geographic Overview of Station Areas, Southwest Museum and Highland Park

Descriptive Case Study: Southwest Museum Station Area

I. PLATFORM LEVEL

- A. Platform Characteristics:** This is a center platform station with steel interpretations of palm trees providing shade on the western side. Actual palm trees are planted along the north side of the tracks. The eastern section of the platform is covered by a canopy similar, but not identical, to the standard Craftsman style canopy found in some other Gold Line stations. Foot-high dice and the capitals of Ionic columns are offered as small benches, along with more traditional Victorian-inspired metal chairs. The columns, this time full sized, also make an appearance in two pieces of artwork near the north and south entrances
- B. Parking Characteristics:** No parking is provided at this station. There is some on street parking along Figueroa.
- C. Street / vehicular pattern:** The station is on small, two-lane street one, block uphill from Figueroa, which is the main thoroughfare of the neighborhood.
- D. Purpose of Station:** The station is not a major destination or departure point.
- E. Linkage to Public Transportation:** The station is serviced by Metro Bus Line 83.

- F. Location with respect to street grid:** The station is located mid-block at 4600 Marmion Way at Museum Drive. Figueroa Street is one block downhill from the station.

II. LAND USES

- A.** Low-density residential housing and a museum are to the north of the station, with commercial uses to the south. A senior center, auto repair shop and multifamily residential buildings can be found on Figueroa Street.

III. CONDITION OF ADJACENT AREA

- A. Building Stock:** Multi-family and commercial buildings on Figueroa St. are generally run down. They appear to date from the 1960s and 1970s. The condition of single-family homes uphill from the station vary widely with some very well maintained and others not well maintained.
- B. Indications of Blight:** No evidence of vacant or abandoned buildings although the local supermarket is closing down.

IV. PUBLIC DOMAIN

- A. Parks / Plazas:** The 487-acre Debs Regional Park is located just down the hill on Figueroa Street.
- B. Facilities:** There are no public facilities nearby.
- C. Amenities:** Although Figueroa Street is a largely commercial street, the area near the station has only a few fast food restaurants and little other retail.
- D. Landscaping:** The area directly around the station is well landscaped. Off station property, however, lacks landscaping.

V. PEDESTRIAN FRIENDLINESS

- A. Widths of Streets and Sidewalks:** There is only a brief stretch of sidewalk on Marmion Way at the station entrance. The rest of Marmion Way to the west has no sidewalk on the station side and only a narrow (approx. 5ft) sidewalk on the opposite side.
- B. Distance to Shops and Services:** There is minimal retail nearby. The local supermarket is closing and it is unclear if it will be replaced.
- C. Crosswalks:** There are crosswalks leading to the platform.
- D. Sense of Safety:** The station is well lit and observable from the street above and the housing below. It feels quite safe.

VI. AESTHETICS

- A.** The residential area to the north is predominantly Craftsman Style. The commercial and residential buildings on Figueroa St. date largely from the 1960s.

VII. MARKET POTENTIAL

- A. Available Vacant Land:** The neighborhood is mostly built out.
- B. Neighborhood Stability:** The neighborhood appears to be in transition with the recent supermarket closure. The economic split between the relatively affluent hillside and less affluent valley is apparent.
- C. Evidence of Development Activity:** There is no evidence of development activity.



Figure C28 Southwest Museum Station



Figure C29 Southwest Museum Station Area



Figure C30 Southwest Museum Station Area



Figure C31 Southwest Museum Station Area

Highland Park Station

Descriptive Case Study: Highland Park Station Area

I. PLATFORM LEVEL

- A. Platform Characteristics:** This street-level station has vintage street lighting and a small plaza with a trellis and a sculpture of a tree directly adjacent. The station has a central platform.
- B. Parking Characteristics:** There is no parking provided at the station. Some metered street parking is available nearby.
- C. Street / vehicular pattern:** The street level station exits on to Avenue 57 and Avenue 59. There is low-intensity traffic on Marmion Way and medium traffic on Avenue 57 and Avenue 59.
- D. Purpose of Station:** The station is a major destination with the retail corridor along Figueroa nearby.
- E. Linkage to Public Transportation:** Stops for Metro Bus Line 256 and LADOT Dash are near the station.
- F. Location with respect to street grid:** The station is located at 151 North Avenue 57 at Marmion Way (one block north of North Figueroa Street).
At the west end of the station is the intersection of Avenue 59 and Marmion Way.

II. LAND USES

- A.** There is a very active commercial and retail strip along Figueroa to the south. A low to medium density area, mostly residential, sits to the north of the station.

III. CONDITION OF ADJACENT AREA

- A. Building Stock:** The residential buildings to the north are well maintained with most dating from the 1930s and 40s. Commercial buildings date from the 1930s through the 1970s and are also well maintained.
- B. Indications of Blight:** There is no evidence of abandoned or vacant buildings in the area near the station. There is, however, some graffiti and litter, especially along Figueroa St.

IV. PUBLIC DOMAIN

- A. Parks / Plazas:** There are no parks nearby.
- B. Facilities:** There are no public facilities nearby.
- C. Amenities:** Figueroa St. is a major commercial and retail strip with many amenities.
- D. Landscaping:** Landscaping is adequate near the station, but minimal in the rest of the neighborhood.

V. PEDESTRIAN FRIENDLINESS

- A. Widths of Streets and Sidewalks:** All streets surrounding the station are two-lane. The sidewalks are adequate for pedestrian activity.
- B. Distance to Shops and Services:** There are many shops within a few blocks.
- C. Crosswalks:** The platform is well served by crosswalks.
- D. Sense of Safety:** The station is out in the open, visible from all sides and well lit.

VI. AESTHETICS

- A.** The residential architecture is dominated by the Craftsman style. The buildings along Figueroa St. are an eclectic mix, from the historic Highland Theatre, built in 1924, to 1980s-vintage strip malls.

VII. MARKET POTENTIAL

- A. Available Vacant Land:** The neighborhood is built out.
- B. Neighborhood Stability:** The neighborhood is stable, but is probably gentrifying.
- C. Evidence of Development Activity:** There is no obvious development activity in the neighborhood.



Figure C32 Highland Park Station



Figure C33 Highland Park Station



Figure C34 Highland Park Station



Figure C35 Highland Park Station Area



Figure C36 Highland Park Station Area



Figure C37 Highland Park Station Area



Figure C38 Highland Park Station Area

Mission Station



Figure C39 Geographic Overview of Station Areas, Mission

Descriptive Case Study: Highland Park Station Area

I. PLATFORM LEVEL

- A. Platform Characteristics:** Three Craftsman-inspired canopies shade this street-level station which features a side-platform. A bronze statue of a walking man is a distinctive feature of the small plaza in front of the station.
- B. Parking Characteristics:** One hundred and twenty public parking spaces were built as part of the Mission Meridian project, directly across the street from the station. In addition, there is some metered and and not-metered street parking nearby.
- C. Street / vehicular pattern:** The station provides easy access to Mission Street, Meridian Avenue and El Centro Street. Mission Street has medium to heavy intensity traffic, while the other nearby streets have low traffic volumes.
- D. Purpose of Station:** The station is not a major destination or departure point at this time.
- E. Linkage to Public Transportation:** The station provides linkage with Metro Bus Line 176, as well as with the City of South Pasadena's Gold Link bus service.
- F. Location with respect to street grid:** The station is located at the intersection of Meridian Avenue with Mission Street and El Centro.

II. LAND USES

- A. Retail and commercial uses dominate the main streets, while medium- to low-density residential uses are found everywhere else. This area has very pedestrian-friendly retail corridors with cafes and antique stores.

III. CONDITION OF ADJACENT AREA

- A. **Building Stock:** Both the residential and commercial building stock is very well maintained.
- B. **Indications of Blight:** There is no evidence of vacant buildings, graffiti or litter

IV. PUBLIC DOMAIN

- A. **Parks / Plazas:** There is a pocket park directly adjacent to the station.
- B. **Facilities:** Within walking distance of the station are the Carnegie Library, Post Office and City Hall.
- C. **Amenities:** This part of South Pasadena is known for its unique shopping, coffee houses and weekly Farmers Market.
- D. **Landscaping:** The station is very well landscaped.

V. PEDESTRIAN FRIENDLINESS

- A. **Widths of Streets and Sidewalks:** Mission Street is four lanes wide while the other streets are two lanes. Sidewalks are adequate for pedestrian traffic.
- B. **Distance to Shops and Services:** This part of South Pasadena is known for its unique shopping, coffee houses and weekly Farmers Market.
- C. **Crosswalks:** The intersections nearby all have crosswalks.
- D. **Sense of Safety:** The station feels very safe, as does the surrounding neighborhood.

VI. AESTHETICS

- A. The station area maintains the feel of early 20th Century southern California. Nearby residential areas are almost exclusively Craftsman while the retail strip along Mission Street has many buildings dating from the 1920s and earlier.

VII. MARKET POTENTIAL

- A. **Available Vacant Land:** The area is largely built out.
- B. **Neighborhood Stability:** The neighborhood is very stable.
- C. **Evidence of Development Activity:** The Mission Meridian development is almost complete and is directly across Mission Street from the station.



Figure C40 Mission Station Area



Figure C41 Mission Station



Figure C42 Mission Station Area



Figure C43 Mission Station Area



Figure C44 Mission Station Area



Figure C45 Mission Station Area, Mission Meridan development project



Figure C46 Mission Station Area, Mission Meridan development project

Fillmore Station

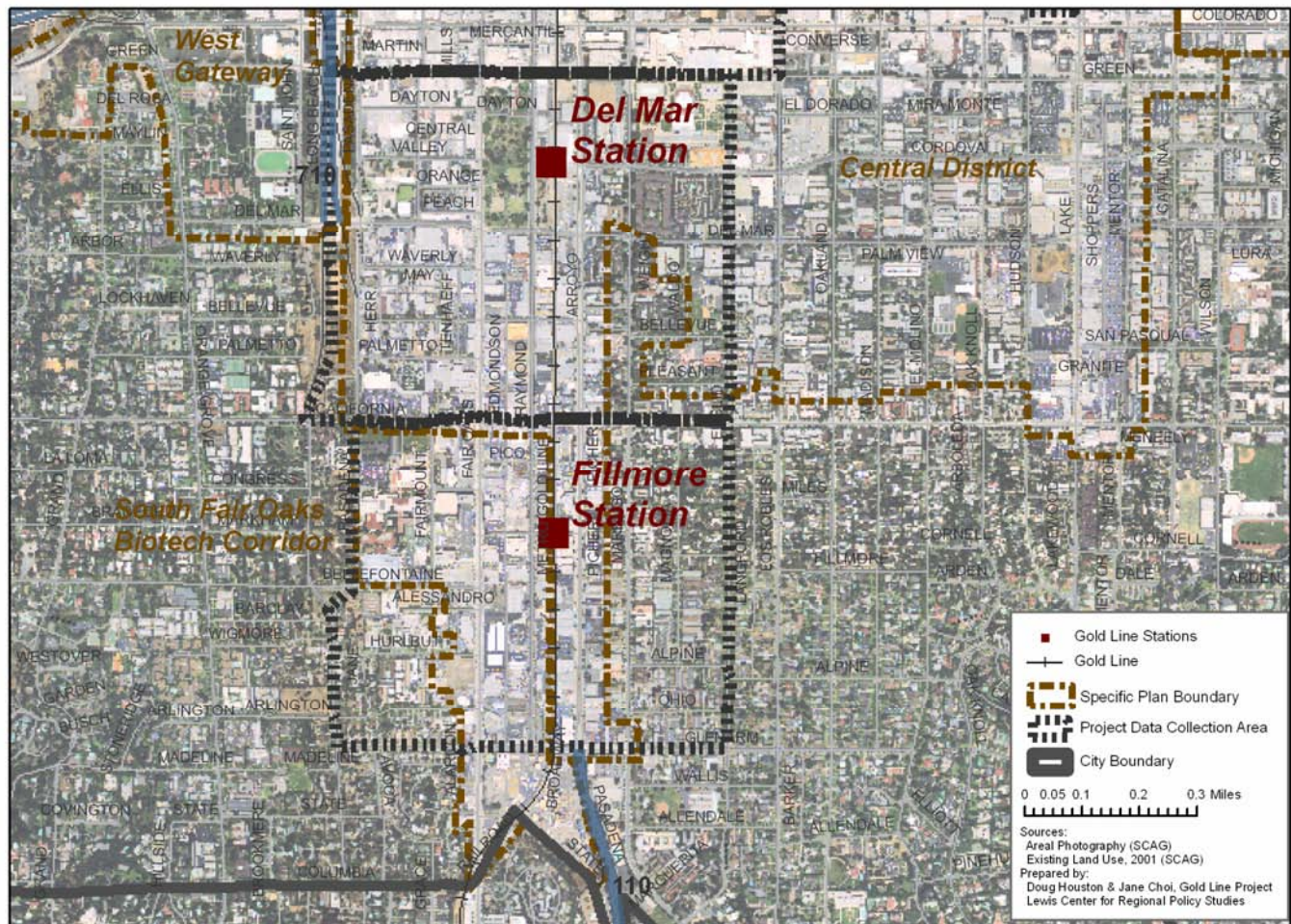


Figure C47 Geographic Overview of Station Areas, Fillmore and Del Mar

Descriptive Case Study: Fillmore Station Area

I. PLATFORM LEVEL

- A. Platform Characteristics:** The side platform is at street level. A 40-foot decorative tower pays tribute to the area's scientific institutions with profusion of designs, textures and artifacts relating to science and transportation. Palm trees adorn the immediate area.
- B. Parking Characteristics:** The station provides 131 parking spaces. On street parking is also available on surrounding streets.
- C. Street / vehicular pattern:** The station is located mid block on Fillmore Street between Raymond Avenue and Arroyo Parkway. The station interrupts Fillmore Street and is somewhat isolated from the surrounding area. Both Arroyo Parkway and Raymond Avenue have traffic volumes of medium-intensity.
- D. Purpose of Station:** The station is not a major destination or departure point and is used primarily by commuters to the hospital and surrounding offices.
- E. Linkage to Public Transportation:** A bus station sits just across the street and is served by Metro Bus Lines 260, 361, 686 and Pasadena ARTS Bus Routes 20, 50.
- F. Location with respect to street grid:** The station is located at 95 Fillmore Street between Raymond Avenue and Arroyo Parkway.

II. LAND USES

- A. The Fillmore Station area is a mixed-use area containing medical centers, various industrial uses, and some retail and service businesses. The East side is built up with high-density housing.

III. CONDITION OF ADJACENT AREA

- A. **Building Stock:** Commercial properties on the west side of the station show significant wear and decay while those to the east are new and in better condition.
- B. **Indications of Blight:** There are a number of vacant lots or recently abandoned buildings on the west side of the station although many of these appear poised for reuse as medical facilities. No graffiti was spotted although there was some litter on the west side of the station.

IV. PUBLIC DOMAIN

- A. **Parks / Plazas:** There are no parks in the area.
- B. **Facilities:** There are no public facilities in the area.
- C. **Amenities:** Some basic food service and retail establishments are available in nearby commercial strip malls.
- D. **Landscaping:** Palm trees are featured at the station and medium-size trees line the streets east of the station. There are fewer trees on the west side.

V. PEDESTRIAN FRIENDLINESS

- A. **Widths of Streets and Sidewalks:** Fillmore Street is a two-lane street and Arroyo Parkway and Raymond Avenue have four lanes. Sidewalks are adequate for pedestrian circulation but automobiles dominate the area.
- B. **Distance to Shops and Services:** The station is close to retail and medical services, including a drug store.
- C. **Crosswalks:** Nearby intersections all have sidewalks.
- D. **Sense of Safety:** The station is fairly visible from the surrounding areas and well lit by street and platform lighting. Several people were observed waiting for the train on the platform

VI. AESTHETICS

- A. The station area is automobile-oriented area with common strip malls, industrial buildings and medical facilities.

VII. MARKET POTENTIAL

- A. **Available Vacant Land:** There are many vacant parcels on the west side of the platform.
- B. **Neighborhood Stability:** The residential neighborhood east of the station is very stable, but the west neighborhood is in transition.
- C. **Evidence of Development Activity:** There is construction activity at the hospital and another parcel just west of the station is under construction.



Figure C48 Fillmore Station Area



Figure C49 Fillmore Station Area



Figure C50 Fillmore Station Area



Figure C51 Fillmore Station Area



Figure C52 Fillmore Station Area

Del Mar Station

Descriptive Case Study: Del Mar Station Area

I. PLATFORM LEVEL

- A. Platform Characteristics:** The side platform is slightly raised from the street level and is surrounded by and in full view of a new housing and commercial development. The platform has Craftsman-style lighting, canopies, and street lamps consistent with the other stations. Paralleling the rail tracks, metal fence panels serve as functional barriers while evoking rail transportation imagery from the 19th and early 20th centuries.
- B. Parking Characteristics:** 600 underground spaces are provided and there is ample street parking.
- C. Street / vehicular pattern:** The condominium development surrounding the station is bordered on all sides by streets with moderate traffic levels. However, pedestrians are cushioned from the traffic until they leave the development.
- D. Purpose of Station:** This station serves as a gateway to the retail, restaurant, office, and service corridor of Old Pasadena.
- E. Linkage to Public Transportation:** A bus stop just across the street is serviced by Metro Bus Lines 177, 256, 260, 361, 686 and Pasadena ARTS Bus Routes 20, 50.
- F. Location with respect to street grid:** The station is located mid block at 230 South Raymond Avenue at Del Mar Boulevard, Dayton Street and Fair Oaks Avenue.

II. LAND USES

- A.** The area contains a mix of uses including multi-unit residential, low- and mid-rise commercial offices and low-rise retail and restaurants along the main streets. Additional condominiums and commercial space are being developed throughout the area and surrounding the station.

III. CONDITION OF ADJACENT AREA

- A. Building Stock:** There are new buildings under construction to the west and older, well-maintained buildings to the east.
- B. Indications of Blight:** No vacant buildings, graffiti or litter are visible but homeless people gather in the adjacent park.

IV. PUBLIC DOMAIN

- A. Parks / Plazas:** Pasadena Central Park is across the street.
- B. Facilities:** There are no public facilities in the area.
- C. Amenities:** There are banks, restaurants, retail and a grocery store in the area.
- D. Landscaping:** The commercial development surrounding the station is well landscaped with small trees and fountains.

V. PEDESTRIAN FRIENDLINESS

- A. Widths of Streets and Sidewalks:** Adjacent streets are four lanes wide and sidewalks are of standard neighborhood width.
- B. Distance to Shops and Services:** Shops and services are several blocks away.
- C. Crosswalks:** Crosswalks and crossing signals are regularly spaced in the neighborhood. In cases where blocks are exceptionally long, as along Pasadena Central Park, a crosswalk and signal have been added
- D. Sense of Safety:** Because it is located in the center of a new development and is at the street level, the platform is in full view and, as a result, appears quite safe.

VI. AESTHETICS

- A.** The area features an eclectic mix of recent development and revitalized older buildings with the majority in excellent condition. Generally, properties in worse condition are being purchased and revitalized. Clean, well maintained sidewalks, street trees and landscaping characterize the area.

VII. MARKET POTENTIAL

- A. Available Vacant Land:** Due to recent area development, there are very few parcels of vacant land.
- B. Neighborhood Stability:** A portion of the neighborhood is experiencing transition from light industrial to mixed use properties.
- C. Evidence of Development Activity:** Three mixed use developments are under construction. In addition, predevelopment plans have been submitted for another four mixed-use developments. In several years, developers plan to add more housing units to this station area than to any other station along the Gold Line (over 1,000 units).



Figure C53 Del Mar Station



Figure C54 Del Mar Station



Figure C55 Del Mar Station



Figure C56 Del Mar Station Area



Figure C57 Del Mar Station Area

Memorial Park Station

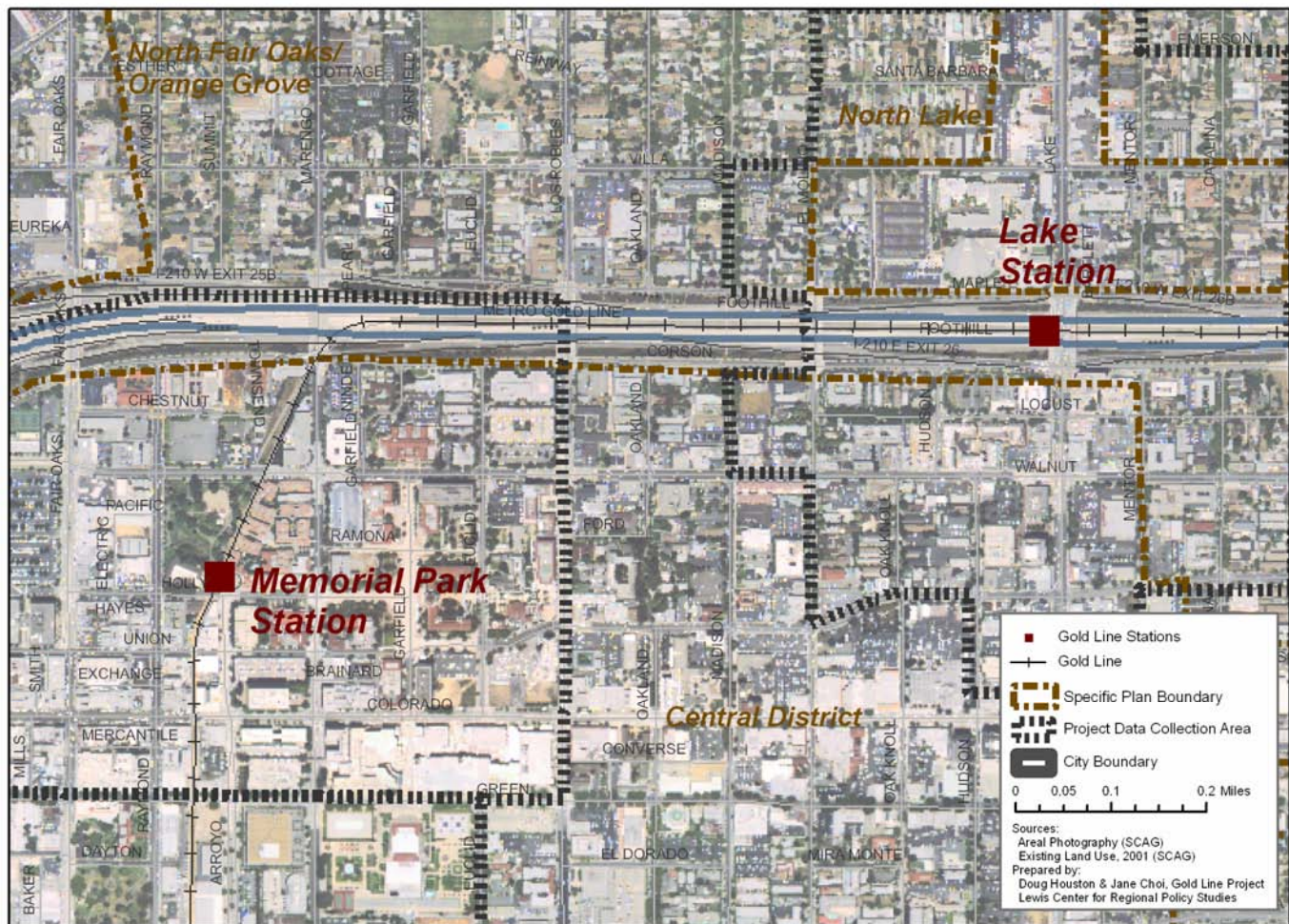


Figure C58 Geographic Overview of Station Areas, Memorial Park and Lake

Descriptive Case Study: Memorial Park Station

I. PLATFORM LEVEL

- A. Platform Characteristics:** Side platform is located below the Holly Street Apartment complex. Spanning across the length of the station column supports, stylized contemporary depictions of Native American imagery are painted on laser-cut metal shapes.
- B. Parking Characteristics:** The station does not provide parking but there is a private parking facility across and down the street. Street parking is very limited.
- C. Street / vehicular pattern:** Arroyo Parkway dead-ends into this station. The station is located on Union Street, half a story beneath street level. It is accessed via a wide staircase from Union Street. Union Street has three lanes with moderate levels of traffic.
- D. Purpose of Station:** Memorial Park is a major destination, only one block from the major shopping and entertainment district of Old Town Pasadena and from Paseo Colorado.
- E. Linkage to Public Transportation:** The station is served by Metro Bus Lines 260, 267, 361, 687; Foothill Transit Lines 187, 189 and Pasadena ARTS Bus Routes 20, 40, 50.
- F. Location with respect to street grid:** The station is located at 125 East Holly Street at Arroyo Parkway, Raymond Avenue and Union Street.

II. LAND USES

- A. The area contains a mix of uses including multi-unit residential, mid-rise commercial office and low-rise retail and restaurant uses along the main streets.

III. CONDITION OF ADJACENT AREA

- A. **Building Stock:** The majority of nearby buildings are very recently developed and in very good condition.
- B. **Indications of Blight:** There are no vacant buildings, graffiti or litter.

IV. PUBLIC DOMAIN

- A. **Parks / Plazas:** Memorial Park is adjacent to the station.
- B. **Facilities:** Nearby public facilities include the Pasadena City Hall, Pasadena Central Library, Pasadena Court House and the Pasadena Museum.
- C. **Amenities:** There are banks, restaurants, retail and a grocery store in the area.
- D. **Landscaping:** The streets have some small trees.

V. PEDESTRIAN FRIENDLINESS

- A. **Widths of Streets and Sidewalks:** Sidewalks are of standard neighborhood width, accommodating two to three people walking side by side.
- B. **Distance to Shops and Services:** A wide variety of shops and services exist in the area.
- C. **Crosswalks:** Nearby intersections have crosswalks.
- D. **Sense of Safety:** The station feels very safe. Pedestrians passing on the street can look down into the platform. The station is used by a large number of people day and night.

VI. AESTHETICS

- A. The area features an eclectic mix of recent development and revitalized older buildings with the majority in excellent condition. Clean, well maintained sidewalks, street trees and landscaping characterize the area.

VII. MARKET POTENTIAL

- A. **Available Vacant Land:** The area is quite built-up with no available vacant land nearby.
- B. **Neighborhood Stability:** The neighborhood appears stable.
- C. **Evidence of Development Activity:** The area has been completely redeveloped recently.



Figure C59 Memorial Park Station



Figure C60 Memorial Park Station



Figure C61 Memorial Park Station Area



Figure C62 Memorial Park Station Area



Figure C63 Memorial Park Station Area

Lake Station

Descriptive Case Study: Lake Station Area

I. PLATFORM LEVEL

- A. Platform Characteristics:** The centered platform is located on the median of the 210 Freeway. The design of the platform is strictly functional with no distinguishing architectural or design features. The station includes an art installation of black and white portraits.
- B. Parking Characteristics:** No parking facilities are located near the station area. There is some time-limited and metered street parking in the immediate area.
- C. Street / vehicular pattern:** The station exits at the center of the Lake Street spanning over Highway 210 via stairs and elevator from the platform below. There is heavy traffic on Highway 210 surrounding the platform and medium to heavy traffic on Lake Street.
- D. Purpose of Station:** The intensity of commercial office and retail activity in the surrounding area suggests that the station is a destination for Gold Line riders.
- E. Linkage to Public Transportation:** Bus stops within one block of the station are served by Metro Bus Lines 180, 380, 485 and Pasadena ARTS Bus Route 20.
- F. Location with respect to street grid:** The station is located at mid-block on Lake Avenue between Corson and Maple.

II. LAND USES

- A.** The surrounding area contains an intensive mix of uses including high- and mid-rise office, street level retail, and high-density housing.

III. CONDITION OF ADJACENT AREA

- A. Building Stock:** The building stock comprises a mix of new development, revitalized older buildings and aging buildings. Most of the buildings are very well maintained.
- B. Indications of Blight:** The area contains no vacant or abandoned buildings and no graffiti. Some litter was observed.

IV. PUBLIC DOMAIN

- A. Parks / Plazas:** There are no public parks in the immediate surrounding area but some small, privately developed plazas and pocket parks adjoin the larger commercial office buildings.
- B. Facilities:** No public facilities were observed in the immediate surrounding area.
- C. Amenities:** The immediate surrounding area is a dense, commercial district with many banks, retail establishments and restaurants.
- D. Landscaping:** Small planters mark the station entrances. Area streets are lined with trees and the adjacent commercial development is well landscaped

V. PEDESTRIAN FRIENDLINESS

- A. Widths of Streets and Sidewalks:** Lake Street supports eight lanes of traffic. The sidewalks are wide and are lined with trees one block from the station.
- B. Distance to Shops and Services:** The station is at the center of a mixed-use commercial district with many shops and services.
- C. Crosswalks:** There are signaled crosswalks at adjacent intersections that are easily accessible to pedestrians and the disabled.
- D. Sense of Safety:** Because the platform is located in the median of the 210 Freeway, waiting for the train is uncomfortable due to the traffic noise and congestion, but otherwise the station feels safe. The surrounding area feels very safe as well due to the high level of activity.

VI. AESTHETICS

- A.** The area features an eclectic mix of recent development and revitalized older buildings with the majority in excellent condition. Clean, well maintained sidewalks, street trees and landscaping characterize the area.

VII. MARKET POTENTIAL

- A. Available Vacant Land:** No vacant land was observed in the area.
- B. Neighborhood Stability:** The neighborhood appears to be completing the transition to higher densities and increased intensity of activity.
- C. Evidence of Development Activity:** The area features several new housing projects and others are currently under construction. There is a high concentration of specialty retail and restaurants.



Figure C64 Lake Station



Figure C65 Lake Station



Figure C66 Lake Station



Figure C67 Lake Station



Figure C68 Lake Station Area



Figure C69 Lake Station Area



Figure C70 Lake Station Area

Allen Station

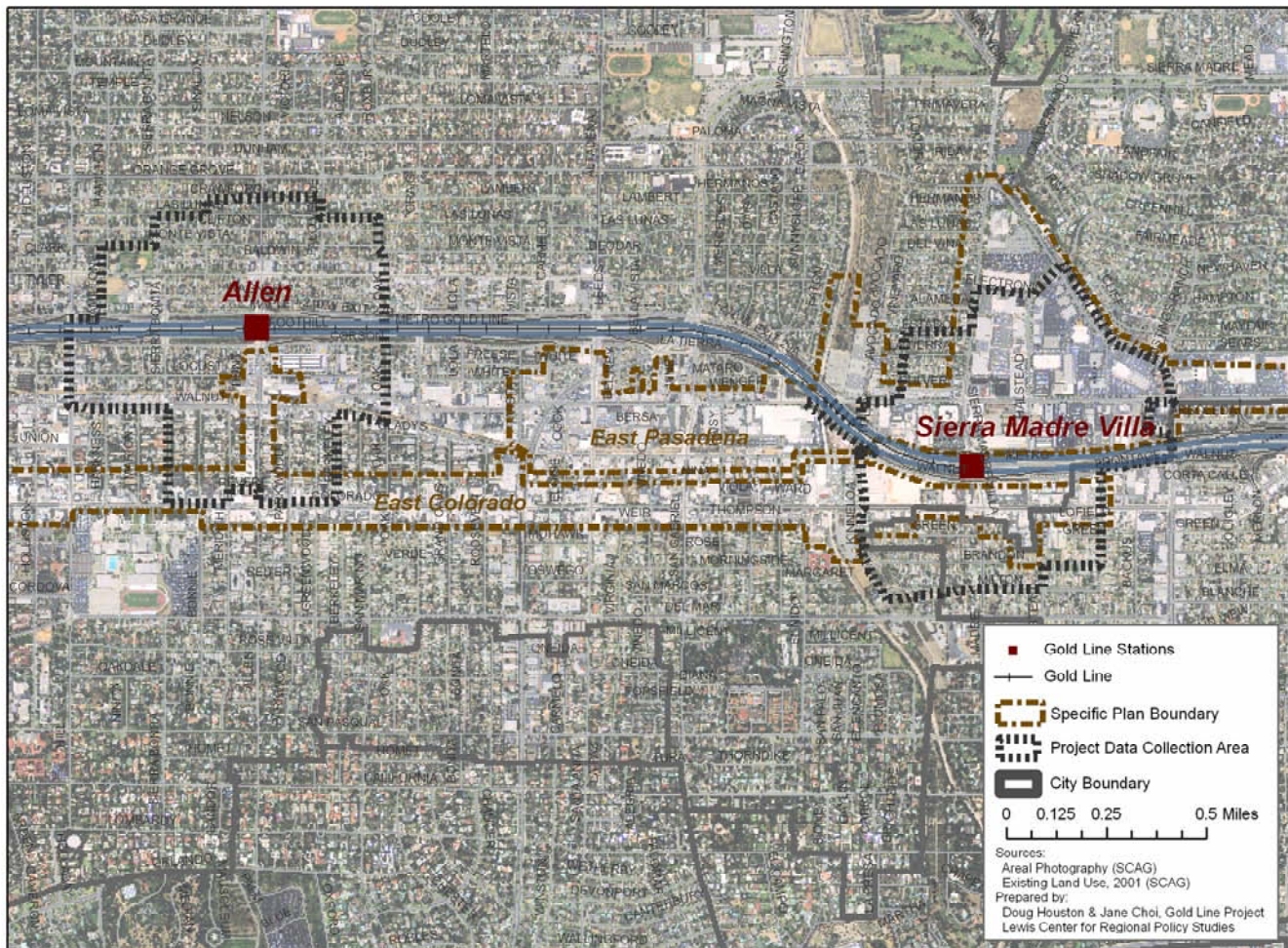


Figure C71 Geographic Overview of Station Areas, Allen and Sierra Madre

Descriptive Case Study: Allen Station Area

I. PLATFORM LEVEL

- A. Platform Characteristics:** The centered platform is located within the median of 210 Freeway. The design of the platform is strictly functional with no distinguishing architectural or design features. Cut metal grillwork enhances the station entrances.
- B. Parking Characteristics:** No parking facilities are located near the station. There is limited street parking in the immediate area.
- C. Street / vehicular pattern:** The station exits on the Allen Ave underpass under the freeway. There is heavy traffic on the freeway and medium to heavy traffic on Allen Ave.
- D. Purpose of Station:** Allen does not appear to be a destination station although Pasadena City College and Cal Tech are not far away.
- E. Linkage to Public Transportation:** There are bus stops within one block of the station served by Metro Bus Lines 177, 256, 686 and Pasadena ARTS Bus Route 40.
- F. Location with respect to street grid:** The station is located in the median of 210 Freeway and exits on the Allen Avenue underpass between Maple and Corson Streets.

II. LAND USES

- A. Low-density, single-family neighborhoods make up the immediate surrounding area. Two small retail centers are within walking distance of the station

III. CONDITION OF ADJACENT AREA

- A. **Building Stock:** The majority of surrounding buildings are modest, single-family homes dating from the 1920's to the 1960's. Most are fairly well maintained. Nearby retail centers are somewhat shabby and compromised by their proximity to the freeway.
- B. **Indications of Blight:** There are no vacant or abandoned buildings but some graffiti and litter is visible.

IV. PUBLIC DOMAIN

- A. **Parks / Plazas:** Jefferson Park is located several blocks away.
- B. **Facilities:** Jefferson High School is located several blocks away.
- C. **Amenities:** A small number of services (laundry, food service, a small market) are located nearby.
- D. **Landscaping:** An upgraded sidewalk and new streetlamps can be found directly outside the station entrance

V. PEDESTRIAN FRIENDLINESS

- A. **Widths of Streets and Sidewalks:** Allen contains four lanes of traffic. The sidewalks are of standard width.
- B. **Distance to Shops and Services:** A small number of shops and services are very close by. More stores can be found several blocks north and south of the station.
- C. **Crosswalks:** There are signaled crosswalks at adjacent intersections. The platform is accessed via stairs or elevator from the street.
- D. **Sense of Safety:** Waiting for the train feels safe but is uncomfortable due to the traffic noise and congestion of the freeway. The immediate surrounding area under the freeway feels isolated.

VI. AESTHETICS

- A. The surrounding area is nondescript with the station itself almost hidden from view. Modest, single-family neighborhoods surround the station.

VII. MARKET POTENTIAL

- A. **Available Vacant Land:** No vacant lots were observed, with the exception of a bus yard south of the station.
- B. **Neighborhood Stability:** The surrounding neighborhoods appear to be stable.
- C. **Evidence of Development Activity:** There is no evidence of recent development



Figure C72 Allen Station



Figure C73 Allen Station



Figure C74 Allen Station



Figure C75 Allen Station



Figure C76 Allen Station

Sierra Madre Villa Station

Descriptive Case Study: Sierra Madre Villa Station Area

I. PLATFORM LEVEL

- A. Platform Characteristics:** The centered platform of this station is located on the median of the 210 Freeway. The design of the platform is strictly functional with no distinguishing architectural or design features.
- B. Parking Characteristics:** The station contains a parking structure for 1000 vehicles. Street parking is not available in the surrounding area.
- C. Street / vehicular pattern:** A covered bridge connects the platform to the parking structure on Sierra Madre Villa Avenue. There is medium to heavy traffic on Sierra Madre Villa Ave.
- D. Purpose of Station:** This station is the present terminus of the Gold Line.
- E. Linkage to Public Transportation:** There is a bus stop inside the parking structure served by Metro Bus Lines 177, 181, 264, 266, 267, 268, 487; Foothill Transit Lines 184, 187, 189; Montebello Bus Line 20; City of Sierra Madre City Shuttle; City of Arcadia Shuttle and Pasadena ARTS Bus Routes 31, 32, 40, 60.
- F. Location with respect to street grid:** The platform is located on the median of the 210 Freeway. The parking structure fronts Sierra Madre Villa Blvd. Colorado Blvd. is immediately south of the station but is not easily accessible on foot.

II. LAND USES

- A.** A large apartment complex is currently under construction on a large parcel immediately adjacent to the parking structure. A commercial office building is located across Sierra Madre Villa Avenue.

III. CONDITION OF ADJACENT AREA

- A. Building Stock:** An adjacent apartment complex is currently under construction. Most of the nearby buildings are new and in good condition.
- B. Indications of Blight:** There are no vacant or abandoned buildings, graffiti, or litter.

IV. PUBLIC DOMAIN

- A. Parks / Plazas:** No parks or plazas exist in the surrounding area.
- B. Facilities:** No public facilities exist in the surrounding area.
- C. Amenities:** There is a large, auto-oriented retail center several blocks away.
- D. Landscaping:** The front area of the parking structure is minimally but nicely landscaped.

V. PEDESTRIAN FRIENDLINESS

- A. Widths of Streets and Sidewalks:** Sierra Madre Villa Blvd contains four lanes and a turn lane and is bordered by wide sidewalks.
- B. Distance to Shops and Services:** There are no shops or services in the immediate area. A large retail center is located several blocks away.
- C. Crosswalks:** The platform is accessible via a sky bridge from the parking structure. A signaled crosswalk across Sierra Madre Villa Blvd is close by.
- D. Sense of Safety:** The bridge and parking structure can feel empty and isolated depending on the number of people around. Waiting for the train is uncomfortable due to the traffic noise and congestion of the freeway but, nevertheless, it feels fairly safe.

VI. AESTHETICS

- A.** The station includes a covered footbridge over the highway and a large, concrete parking structure. The surrounding area is characterized by fairly recent and undistinguished auto-oriented commercial development.

VII. MARKET POTENTIAL

- A. Available Vacant Land:** There are some vacant lots in the area.
- B. Neighborhood Stability:** The neighborhood seems to be in transition to more intensive commercial and residential uses.
- C. Evidence of Development Activity:** There is a large apartment complex in construction on the adjacent property. Nearby commercial development (retail and office) appears to be fairly recent.



Figure C77 Sierra Madre Villa Station

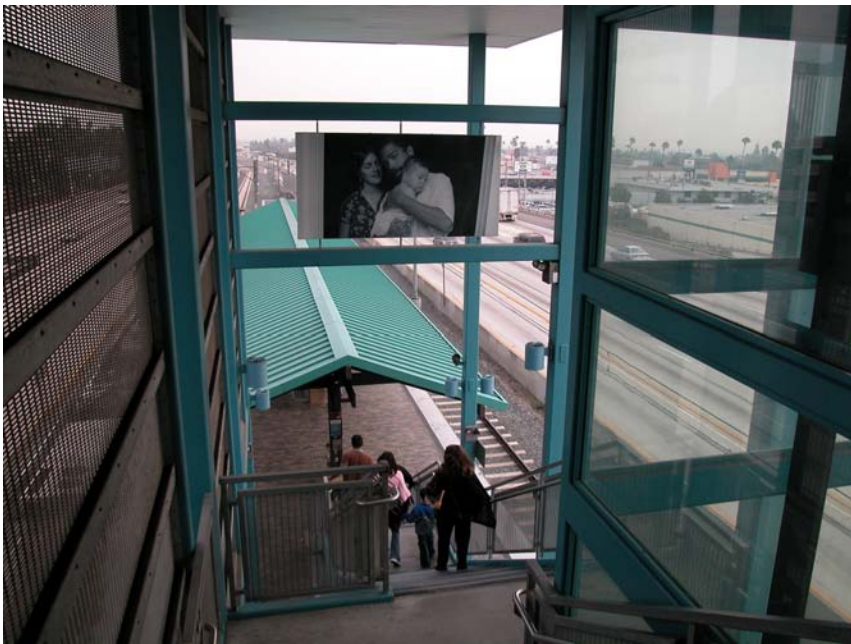


Figure C78 Sierra Madre Villa Station